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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR (Far East)/China REPORT NO.

SUBJECT Miscellaneous Information on the Cities of DATE DISTR. 18 May 1954
Komsomolsk, Blagoveshchensk, and
Vladivostok NO. OF PAGES 3

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PLACE ACQUIRED 25X1C REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE: Komsomolsk

25X1X 1. Komsomolsk was not a city, but rather an agglomeration of widely scattered buildings. Source estimated the population of Komsomolsk to be 50,000 to 60,000,

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2. Industrial laborers in Komsomolsk lived in barracks-type buildings, which quartered from 40 to 50 persons. Some of these buildings were employed as family dwelling units, and quartered approximately 20 families per building. Construction of these barracks was conducted by the plant administration employing the laborers. All such barracks were constructed by indigenous Soviet labor, and the quality of construction was extremely poor. Japanese PW labor had been used in the construction of some private homes, which were of very good quality. However, in general, very little progress had been made in remedying the poor quality of most of the housing in Komsomolsk. Even the 4-to 5-story brick hotel, which was constructed by Soviet labor, was of very poor quality. There was a shortage of labor in certain industries in Komsomolsk.

Blagoveshchensk

3. There was a military garrison, possibly infantry, of probably not larger than a regiment in size, located in Blagoveshchensk There were also one or two Suvorov schools in the environs of the city; the schools operated independently of the local military command.

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- 25X1 4. the remnants of the Chinese Nationalist consulate was virtually sealed off and besieged by MVD surveillance. Despite the fact that Manchuria, across the Amur River from Blagoveshchensk, was held by the Chinese Communists at that time, the Soviet border guard was extremely heavy; there were foot patrols that could be seen patrolling the Soviet shore 24 hours a day, and barbed-wire concertinas were strung along the Soviet bank of the Amur the length of the city.

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5. In source's opinion, the vigilance of the Soviet border guards was not decreased in the least with the occupation of Manchuria by the Chinese Communists. There were, however, several Soviets who tried to flee to Hei-ho; they succeeded in reaching the Manchurian bank, but in all cases were intercepted by the Chinese Communist border guards and forcibly returned to the USSR.

Vladivostok

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6. During two visits to Vladivostok, [] source observed no more than 20 to 25 naval vessels in the port at any time. Most of these were frigates and minesweepers; a few destroyers were seen, but no submarines. A few former Japanese vessels, received by the Soviets as reparations, were in the harbor and were used by the Soviet Navy as training ships. Source is unable to describe these vessels.
7. Source observed two types of cranes in the harbor area, exact location and number unknown, except that he observed only one or two of type A. Source feels that type A (see sketch on page 3) may have been used in ship-repair or shipfitting. Source is unable to estimate the size or capacity of this type of crane. Type B was a mobile motor crane on rails, which was used for dockside loading of freighters and other vessels. Source is unable to estimate the capacity of this type of crane, and is able to state only that the height of the boom was sufficient to permit loading alongside ships, and that the boom swung clear of the sides, perhaps 10 to 15 meters above the dock level.
- 25X1C Source does not know how either type of crane was powered.
8. [] source observed an airfield located about 20 to 25 km north or northwest of Vladivostok. There were old YAK fighters (model unknown) around the field, and a few Soviet-made two-engined transport planes. Source does not know the number or location of the aircraft. The runways were of dirt, and in poor condition.
9. Source has never seen a drydock, and has never heard of the existence of any in the Soviet Far East.
10. Source believes that Admiral Yumashev was in Vladivostok [] Admiral Kuznetsov had been removed from his job shortly after World War II as the result of some sort of scandal within the Navy. Source has no specific information concerning the scandal although there were reportedly policy quarrels and contradictions within the Ministry of the Navy. Kuznetsov had been extremely popular with all ranks and had a reputation for forcefulness and firmness of conviction. On Kuznetsov's removal, he was demoted from vice-admiral to rear-admiral. Source heard that he has since been promoted back to vice-admiral. When Kuznetsov was removed, Yumashev was appointed to the top Navy post in the Far East. Kuznetsov was given some sort of fleet appointment, the details of which are unknown to source.
11. Source does not know whether Admiral Yumashev's command was subordinate to, or independent of, Marshal Malinovskiy's headquarters. Source also does not know whether there was a senior naval officer attached to this headquarters, and doubts that a naval representative would have taken orders from an Army man".
12. Rear- or Vice-Admiral Antonov (fnu), Hero of the Soviet Union, and chief of the Amur River Flotilla, was killed in 1948 while dynamite-blasting for fish in the Amur. This is a popular method of fishing among senior naval personnel.

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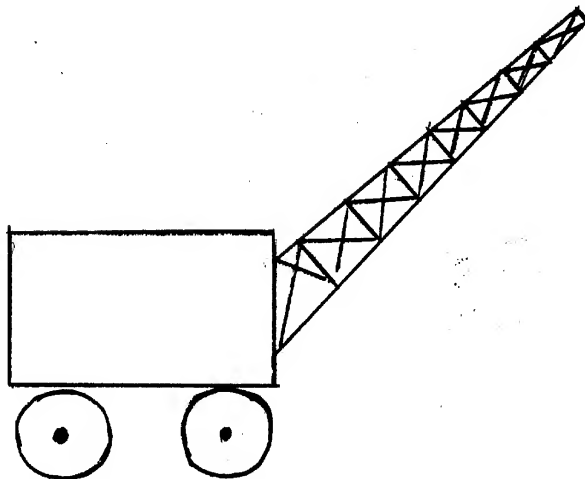
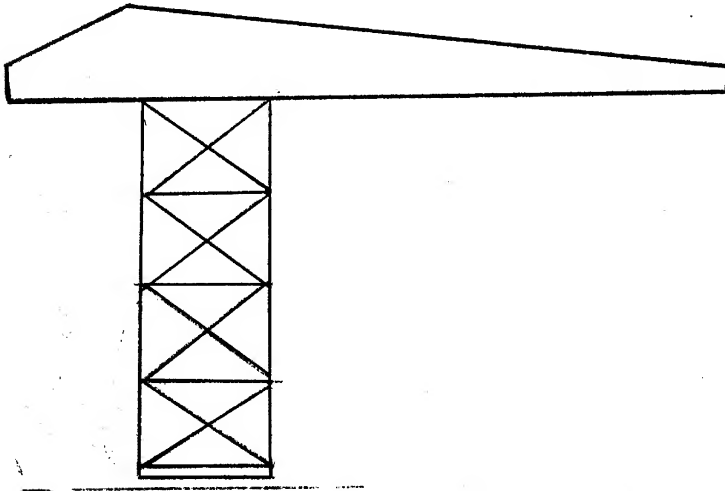
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13. Source believes, on the basis of overheard conversations, that the major centers of submarine construction and repair facilities in the Far East were Dairen, Vladivostok, and Komsomolsk. Source has no information on the construction or use of midget submarines by the Soviet Navy.

14. The Hotel Chelyashkin in Vladivostok was still operated by Intourist in [] The hotel was dirty, musty smelling, and the room rates were expensive (exact amount unknown).

Type A



Type B

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